HAWAIIAN GAZETTE

Entered at the Postoffice of Honolulu, H. I., Second-class Matter

Semi-Weekly—Issued Tuesdays and Fridays.

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Subscription Rates:

Per Month .....$ .35 Per Month, Foreign.....$ .35
Per Year .....$2.00 Per Year, Foreign.....$4.00

Payable Invariably in Advance.

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TUESDAY : : : : : : : : MAY 25.

A THIRTY BILLION COMMERCE.

The international commerce of the world established a new record in 1907. A statement showing the value of the imports and exports of every country of the world, which will be given to the public in a few days as a part of the Statistical Abstract of the United States, prepared by the Bureau of Statistics, of the Department of Commerce and Labor, puts the total exports of the various countries and colonies of the world at $14,000,000,000, and the imports at $16,000,000,000, making the international commerce of the world in 1907 $30,000,0000,000.

These are very round figures. To be more exact, the exports of all the countries and colonies for which commercial statistics can be had total $14,340,629,000, and the imports $15,988,180,000; and in some cases the figures are for a year earlier or later than 1907, being in each case the latest figures available; but as round terms are much more convenient for general purposes, the summarization above given, of $14,000,000,000 of exports and $16,000,000,000 of imports, may be accepted as the commercial record of the year 1907.

Sixty countries and colonies are specifically named in the table, and beside these there are probably a score of colonies and protectorates included in the group "Other British Colonies and Protectorates," "Other French Colonies," "Other German Colonies," etc., so that it may be assumed that the statement in question gives the total exports and imports of every country, colony, protectorate, and island of the world, which makes any statistical report of its commerce, and that the world's international commerce aggregated in round terms slightly more than $14,000,000,000 of exports and nearly $16,000,000,000 of imports—a grand total of $30,000,000,000. Whether the total for the year 1908 will prove to be as great is doubtful, since the figures of the Bureau of Statistics show that practically all countries report smaller totals in value of both imports and exports in 1908 than in 1907, this being due apparently in part to lower prices for most commodities entering international commerce, and in some degree to an actual reduction in the quantities of materials imported and exported.

The somewhat curious fact that imports aggregate nearly $2,000,000,000 more than exports, when, in fact, every export becomes somewhere an import and every import must have been at some time and place an export, is, according to the opinion of the Bureau of Statistics, due in part to the fact that all countries exporting merchandise state its values at the place of importation, thus including cost of freights, insurance, etc.; while the further fact that imports are usually subjected to taxation on entering a country causes much greater care on the part of customs authorities in recording every article imported and in stating its full valuation than is the case with exports, which are seldom subjected to taxation on leaving a country. The exact difference between the stated value of all exports—$14,340,629,000—and that of the stated imports—$15,988,180,000—is $1,647,551,000, making the stated value of the imports about 11½ per cent. greater than the stated value of the exports.

The fact already referred to, that every export becomes in turn an import, and every import has been presumably recorded as an export, suggests that the actual value of the merchandise forming this grand total of $30,000,000,000 is but about half that sum, or approximately $15,000,000,000, since its value is counted twice—first as an export from the country of origin, and second as an import into the country of consumption.

Practically two-thirds of this vast total of $30,000,000,000 of international trade is accredited to Europe. Of the $14,000,000,000 of exports, over $8,000,000,000 passes out of the various countries of Europe; and of the $16,000,000,000 of imports practically $11,000,000,000 enters the various countries of Europe, though some portions of this of course are merely inter-European traffic between the various European countries, and do not leave the continent of Europe. North America, inculding in this term the West Indian Islands and Central American States, exports nearly $2,500,000,000, and imports a little less than $2,000,000,000. Asia supplies about $1,500,000,000 of the exports and takes about $1,500,000,000 of imports. South America supplies about $750,000,000 of the exports and takes slightly less of imports.

The share of the United States in this grand total of $30,000,000,000 worth of international commerce is shown country by country and in the grand total. Of the $16,000,000,000 worth of imports, $14,750,000,000 were those of countries other than the United States, and the value of their imports which they accredited to the United Staes was $2,133,000,000, or 14.4 per cent. of their total imports; while the exports of all countries other than the United States were valued at $12,500,000,000, of which $1,156,000,000, or 9.2 per cent. of the total, was sent to the United States. The countries drawing the largest share of their imports from the United States are those lying adjacent or easily reached by direct transportation lines. Canada, for example, took 58 per cent. of her imports from the United States in the year under consideration; Mexico, 53 per cent.; the Central American States a little over 50 per cent.; Cuba, 49 per cent.; San Domingo, 53 per cent.; and Hayti 71 per cent.; while the United Kingdom took 21 per cent.; Germany, 15 per cent.; France, 11 per cent.; Argentina, 13.6 per cent.; Brazil, 12.8 per cent.; Chile, 10.8 per cent.; Japan, 17.8 per cent.; China, 8.6 per cent., and British India, 2.4 per cent. Of the exports of the leading countries the share sent to the United States was as follows: United Kingdom, 7.3 per cent.; Germany, 9.5 per cent.; France, 7.1 per cent.; China, 10.1 per cent.; Japan, 32 per cent.; Brazil, 32.2 per cent.; Canada, 31.6 per cent.; Mexico, 70 per cent.; and Cuba, 87.2 per cent.

Ten countries contributed more than two-thirds of this grand total of $30,000,000,000 worth of international commerce. These ten countries are the United Kingdom, United States, Germany, France, Netherlands, Belgium, Italy, Austria-Hungary, India, and Russia, in the order named. The exports in 1907 of these ten countries exceeded $10,000,000,000, and the imports exceeded $11,000,000,000, making something more than two-thirds of the grand total of $30,000,000,000 worth of international commerce in the year 1907. On the export side the United Kingdom headed the list, with $2,073,000,000; United States, $1,835,000,000; Germany, $1,629,000,000; France, $1,080,000,000; the remainder of the list falling below the billion-dollar line. On the import side the United Kingdom again headed the list, with imports of $3,143,000,000; Germany, $2,082,000,000; France, $1,201,000,000; United States, $1,194,000,000—these figures being in all cases for the latest available year and therefore in the case of the United States for the fiscal year 1908.

It is proper to add that the figures of exports above quoted represent, in most cases, the value of domestic products exported from the countries in question, and therefore omit the values of foreign merchandise brought into a country and reexported therefrom.

THE STRIKE SITUATION.

The spirit of the strike is weaker. There is no more enthusiasm among the men and not much hope among the leaders; though the Makinos will hold out so long as money can be drawn in for them to handle without bonds. With four thousand laborers made to yield up $1.50 apiece, they probably have now a fund of $6000 from that quarter; and it is possible that house-servants have given enough to make $10,000 in all. This sum is not to be accounted for by Makino, Negoro and company, and the bigger it grows, the better for them. There is still a chance, despite the underlying hopelessness of the strike, to get money from house-servants and yardboys; and while the chance lasts, the Higher Wage Association may be depended on to talk loudly and look pleasant. Nevertheless, they know their cause is lost. The planters can not afford to yield to dictation, and the community can not afford to have them yield. The strike development at Waialua is said to be a half-hearted affair at best.

Judge Hart, in his interesting letter elsewhere printed, states causes of friction between England and Germany which would account for German rivalry but not for English fright. It may, indeed, be true that Germany is jealous of England's vast trade, but that is no reason why the Mistress of the Seas should get scared every day after sundown. Even if Germany were likely to attack England for commercial reasons, taking the coincident risks of French invasion, there is the British navy and the British fighting man to reckon with. And more than one can play the game of airships. We admire Judge Hart's sturdy defense of his compatriots, but really the English character does not shine during a national attack of fever and ague.

THE MORE STRIKERS THE LESS FOOD.

While the spirit of the strike is weakening in town, where the evicted laborers begin to see the hopelessness of their cause, and where the Japanese merchants are up in arms, the strike itself is spreading on this island. Ewa and Waialua and the rest of Kahuku went out yesterday and their quota will swell the numbers that have to be fed here. This feature of the case is not pleasing to the strike leaders, who wanted some of the laboring force to work so as to pay the cost of keeping others idle; they would much rather have had Ewa and Waialua men stay on a wage-earning basis. But these laborers themselves preferred to be fed in idleness and now the guests of the Higher Wage Association are mounting to the proportions of an army—an army with a vigorous appetite for three meals a day and the common, human, predilection for shelter.

It is useless for the Makino hui to undertake the care of all the Japanese field hands on Oahu, families included. The municipality could not do it without creating a big deficit; and, certainly, the house servants and yardboys can not be depended on for the sacrifice of their little savings. Besides, the strike is losing popularity here in town, not only among the earlier incomers from the plantations, but among the Japanese merchants who first supported it. There is a disconsolate spirit abroad. The strikers are not comfortable, herded in town; they miss their little homes and the variety of food they had on the plantations and they know that, each day, they are losing money. If they stay out long, they will have to get work in town for anything offered them, and this will tend to reduce the wage-rate of those house and yard servants to whom the Higher Wage Association is looking for a strike fund. Obviously the outlook is not cheerful for the strikers and it is less so with the arrival of every trainload of new recruits. The more of these the more crowded the quarters, the more difficulty in getting food. It ought not to be long, at this rate, before the strikers will see the error of their ways.

Seven thousand idle Japanese cost not less than $2000 a day to support. The Higher Wage Association claims to have $20,000 in hand, which is only a ten days' supply. The boast that the strikers can be cared for a year, means a fund of $730,000 for food and shelter alone, using Makino's lowest figures as a basis of computation. It only needs a little arithmetic to turn the agitators' financiering into a farce.

THE NEXT STEPS TO TAKE.

Ewa laborers are at work waiting to have their requests considered. They want some things which they may not be able to get and some other things which might wisely be conceded to them; and they seem to be in a reasonable mood. In dealing with them it might be well to settle upon a policy of remuneration which will be general throughout the Territory—perhaps the extension to all who have not struck of the cane-contract system at the price which the present cane-contractors generally look upon as reasonable. This would give contracts to 100 per cent. rather than 70, as now. A course like that might settle the labor question, so far as the working Japanese are concerned, without in any degree yielding to the strikers or to the men who lead them.

Would it not be good policy to fix a date for negotiating with all working laborers, Japanese, native and European, ignoring and eliminating, if not blacklisting, those who have struck? The planters can not afford to yield to the agitators or the men whom they have taken out. The Territory can not afford to have them yield, nor to take a course which would have the appearance of yielding. Nor do the planters intend to yield. It is vital to the sugar industry that the Japanese should know that any man who follows or has followed Makino and Negoro is no longer wanted in the sugar business; but, on the other hand, that every man who stays with the planters may be sure of as good treatment in the matter of contract profits as the condition of the industry will permit. Thus, in one stroke, the labor-union propaganda would get its death-blow and the loyal laborers would have any just cause of discontent removed.

This plan would count out between three and four thousand Japanese who have shown rebellious blood and leave the Makinos and Negoros to make peace with them as best they could; and the places thus made vacant could be supplied with imported Portuguese labor, staked to the soil in the small homestead fashion, and constituting a reliable force to fall back upon in the improbable result of further trouble.

FREE LUMBER A BOON.

Free lumber, as proposed by the tariff revisionists, would have been a dual godsend, first to people who want to build homes at a fair price, and second to the American forests, which ought to have a long period of recuperation. Indeed, there is a triple aspect to the case, because anything that promotes the building of houses aids all the arts and trades which serve construction. Here the personal equation becomes large. Carpenters, molders, architects, stoneworkers, bricklayers, painters, glaziers, hardware men, decorators and furnishers would find free lumber an economic boon. It would mean more to do and more to sell. The only sufferers would be the loggers, the pursy capitalists of the lumber trusts and the middlemen who sell for them. But the greatest number would get the greatest good, which is the rational end and object of all legislation.

In this example we find compressed the new Republican argument against high protection, an argument which may not win now but which appeals so strongly to the good sense of the people that it will yet have its opportunity. Not that high protection for commodities that need it is in any peril. Industries that are trying to gather strength will require it still. Agricultural pursuits have the right to demand it. Most manufactures depend upon it, though Mr. Carnegie is authority for saying that iron and steel are now in a position to hold their own without protection. But the lumber interest is in another class. Its protection is sweeping away vast and necessary forests; using up the natural heritage of posterity; depriving thousands of people of homes they would like to build; withholding fine opportunities to American labor. The argument of economic protection, sound as it is in a hundred other ways, fails lamentably here; and the time ought to have come to safeguard our own forests and promote our own trades, by putting lumber on the free list. But, unfortunately, the country must wait until the Senate gets enough new blood in it to save that body from mere fetich-worship.

A LAW THAT DOESN'T WORK.

If the coastwise law promotes the net increase of American shipping service, why is there not more evidence of it? Excepting on the Great Lakes the tonnage of American passenger vessels in commission is growing less. Despite the alleged blessings of the coastwise law, there are not as many passenger-carrying Pacific Mail craft available for public use on the San Francisco-Honolulu route as there were eight years ago. The Pacific Mail Company has put on the Manchuria, Mongolia, Korea and Siberia and taken off the City of Peking, the Peru, and lost the Rio; while the three Maru boats which then worked in conjunction with the Pacific Mail vessels, and the Gaelic and the Persia besides, were forced out by the absurd extension of the coastwise laws, 2000 miles from the mainland, to include these islands. This totals four boats on and eight boats off. As for the Oceanic line of five vessels, three, and these the best ones, have been tied up for years. Counting out the mere freight boats that have gone on the routes, and what advantages have we had from the law which was going to blacken the horizon with the smoke of American steamships? We are worse off than before; and under the present system we are likely to stay worse off. As for American shipbuilders, the only way to get them a show is to let foreign boats in until the carrying trust, in sheer self-defence, orders enough competing ships laid down to serve the traffic, thus and only thus removing the exemptions called for in the Relief bill.

Editor Advertiser:—Kindly inform a tourist whether the streets are watered by the county or by a private corporation. If by the P. C., could it not be possible to water its stock so as to extend its operations. The dust is terrible. Just think of the germs of all your special diseases blown all over the city! Yours for more watered stock. JOHN SMITH.

Honolulu, as a municipality, does the street-sprinkling under the eye of the road supervisor and the road committee of the board of supervisors. According to two supervisors and the county clerk the wagons belong to the city and county, and this in spite of the fact that they advertise a brand of beer. The county clerk thinks there is a public realization from the advertising, possibly in the shape of street-sprinkling service for those who buy the beer. But he is not sure. Neither are the present supervisors. That the sprinkling is good in some places and bad in others is true enough; but to find out the reason why, it may be necessary to ask a policeman.

The man who brought about Aala Park was a public benefactor. While there are prettier parks in Honolulu, it would be hard to name any which have had so good an influence on public morals.

GROWTH OF THE UNITED STATES.

A mass of information regarding conditions in the United States, drawn in part from official publications and official records of the various departments and bureaus of the government, in part compiled by the Bureau of Statistics, and other parts obtained from authoritative sources—State and in a few cases Individual—presents a picture of conditions in the United States, past and present, extremely interesting, not merely to the economist and student, but to those interested in the conditions in and growth of the country and its industries.

It is interesting to observe, for example, from the figures of the areas of the various States and Territories with which the volume opens, that the total continental area, including Alaska, is about equal to that of all Europe; that while the area conceded to the thirteen original States by the peace treaty of 1783 was 828,000 square miles, their present area is but 326,000 square miles, the other 502,000 square miles forming in whole or in part thirteen other States, while the remaining twenty-four States and Territories were created from territory added by purchase or annexation. Of the eighty-eight millions of population occupying this area, practically one-third, speaking in round terms, are found in the thirteen original States, another third in the States created from the territory ceded to the common Union by those States, and the remaining third in the area added by purchase or annexation.

The figures of the population of the United States at the decennial censuses as supplied by the Census Bureau show the total number of negroes in the year 1800 as 1,000,000, speaking in round terms, and in 1900, 8,841,000. The negroes formed in 1800, 18.88 per cent. of the population; in 1810, 19.03 per cent.; in 1850, 15.68 per cent.; in 1860, 14.12 per cent.; in 1880, 13.11 per cent.; in 1890, 11.92 per cent., and in 1900, 11.59 per cent.

While a large share of the territory of the United States has come under cultivation or individual ownership, the figures quoted in this volume show the amount of land areas still unappropriated and unreserved in 1908 as 754,895,000 acres, of which 368,022,000 acres were in Alaska, 61,177,000 in Nevada, 46,532,000 in Montana, 44,778,000 in New Mexico, and 42,769,000 in Arizona. Swamp and overflow lands are shown to aggregate in round terms 75,000,000 acres, of which 18,500,000 are in Florida, 9,500,000 in Louisiana, 6,000,000 in Mississippi, and 5,750,000 in Arkansas.

Figures of population and immigration, supplied, respectively, by the Census Bureau, the Immigration Bureau, and the Treasury Department records of immigration prior to the establishment of the Bureau of Immigation, show that the total number of immigrants coming into the United States since 1820, the year of earliest record exceeds 26,000,000; during the fiscal years 1905, 1906, and 1907 the number averaged more than 1,000,000 per annum. The total number of persons of foreign birth living in the United States at the last census, 1900, was 10,460,000, forming 13.7 per cent. of the total population, while in 1890 the persons of foreign birth formed 14.8 per cent. of the total population; in 1880, 13.3 per cent.; in 1870, 14.4 per cent.; in 1860, 13.2 per cent., and in 1850, 9.7 per cent.

The business activities of the busy people of the United States are illustrated by the figures of the Postoffice Department, which show a growth in receipts, chiefly, of course, from the sale of postage stamps, from practically $1,000,000 in 1820, and $5,500,000 in 1850, to $20,000,000 in 1870, $33,000,000 in 1880, $61,000,000 in 1890, $102,000,000 in 1900, and $191,500,000 in 1908. The number of letters and postcards sent through the postal system of the United States is given at 6,466,000,000 in 1907, as against 3,263,000,000 handled by the postal service of the German Empire, 3,359,000,000 by the postal service of the United Kingdom, 1,119,000,000 in France, and 1,067,000,000 in Austria-Hungary. The telegraph messages sent in the United States numbered 9,000,000 in 1870, 29,000,000 in 1880, 63,000,000 in 1890, 88,000,000 in 1900, and 98,000,000 in 1907.

The wealth of the United States in 1850, according to the figures of the Census Office, was $7,000,000,000, speaking in round terms; in 1860, $16,000,000,000; in 1870, $30,000,000,000; in 1880, $43,500,000,000; in 1890, $65,000,000,000; in 1900, $88,500,000,000; and in 1904, $107,000,000,000; the average wealth per capita being, according to the same authority, in 1850, $308; in 1860, $514; in 1870, $780; in 1880, $850; in 1890, $1039; in 1900, $1165, and in 1904, $1310. The wealth production on farms, according to the estimate of the Department of Agriculture, was in 1897 $4,250,000,000, and in 1907 $7,412,000,000. Among the valuable articles produced on the farm are included wheat, of which the farm value in 1908 was set down at $617,000,000, a larger sum than in any previous year in the history of our production; cotton, of which the value in 1906, the year of largest valuation, was $722,000,000; hay, in 1907, $744,000,000; and corn, in 1908, $1,616,000,000—these being in all cases on the farm.

The health problem is going to have the close attention of the powers that be. Several thousand Japanese, who know little of sanitation and care less have camped in town; and the danger to public health thus occasioned is serious. One of the first things to do is to show these people the need, for their own sakes as well as ours, of a strict obedience to orders of the Health board. This is a service that, for the public peace, might be properly rendered by the Consul and the Japanese merchants. Meanwhile the regulations of the sanitary authorities will be put in force.

If the planters had a reliable cane-cutter, they could get along with several thousand fewer men. An offer of $50,000 for such a device would set the sharpest inventive wits in the country at work, and we have no doubt that the problem, which, on the surface, presents no insuperable difficulties, would be solved. Cane fields, like wheat fields, should be reaped by machinery. The present method of cutting away forests is more modern than that of cutting cane.

The use of aeroplanes in invading a country by sea would be auxiliary to that of ships. Their part would be to attack land defences and land garrisons, while the work of debarkation proceeds. The natural defence against them is more airships rather than guns of vertical fire, though the latter would be useful in clear weather, with the targets near enough. But the real contest would be in "the central blue," where Tennyson foresaw the "airy navies" grappling.

People will be glad to buy airships here so they can get away from the moving picture shows.

PAID FARE FROM JAPAN TO GET AWAY FROM HERE

The coastwise passenger regulations with their restrictions to passenger traffic on domestic boats, or those flying the American flag between here and San Francisco are hitting the tourists just as hard as ever, and many who came to Honolulu to enjoy the climate and attractions and who have become ardent admirers of the Hawaiian Islands, are face to face with the proposition of paying the fine of $200 imposed by the government against foreign steamships which carry passengers to the Coast.

Mr. Leeds, a prominent young man of Richmond, Indiana, and his wife, have been guests at the Moana Hotel for several weeks. They are charmed with Honolulu and its people, and have planned to revisit the Islands, but they want to return on the next steamer to the Coast, that is, on one of the Pacific Mail boats, having come here by that line. They find there is no room for them from here, the bookings being so far in advance of their own that they are way down on the list. The steamer has accommodations for about twenty passengers out of Honolulu.

Result: Mr. Leeds, who happens to be wealthy, has cabled to Yokohama reserving accommodations out of that port for himself and Mrs. Leeds to San Francisco. In other words, he is paying for a stateroom from Yokohama to Honolulu in order to get a room from here to the Coast. Otherwise he could not get away.

A gentleman came to Honolulu from Los Angeles a short time ago for his health. He has benefited by the change of climate and now wants to return. But there is no room for him, although, of course, he has round trip tickets. If he pays a steamship officer for the use of his room, he may get to the Coast. And he has got to go.

Mrs. Milo Potter of Los Angeles and her daughter, Miss Jones, society people, wish to return home, also having return tickets. The best the steamship people can do is to put Mrs. Potter in a stateroom on one side of the ship and her daughter must perforce be given accommodations in the room of some through passengers from the Orient. Yet they came to Honolulu for the pleasure of the trip and much of that pleasure, especially at sea, is being in each other's company and not in that of strangers.

A year ago a party of Minneapolis people, quite wealthy, after stopping here several months, booked for return to the Coast. Much to their chagrin they had to be separated and some of the ladies had to accept spare accommodations in the staterooms of strangers who had boarded the steamer at Shanghai. During the voyage one of the ladies had occasion to demand a change of rooms, for the other women in her room, who hailed from Shanghai, were well known characters all over the Orient.

That same party which intended returning to Honolulu this year went to the West Indies and were able to secure the best of accommodations going and coming.